

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4527.

日八初月三年十三號光

SATURDAY, APRIL 23, 1904.

六拜禮

號三廿月四英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yes 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONG KONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson. N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Shude, Esq.
A. Haupt, Esq. C. A. Tones, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:

Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA
LIMITED.

Authorised Capital \$1,000,000
Paid up Capital \$343,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [25]

TO LET.

NO. 1, RIPPON TERRACE in FLATS.

No. 4, RIPPON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

"ROSENEATH," KOWLOON.

Apply to

THE HONGKONG LAND INVEST

MENT & AGENCY CO., LTD.

Hongkong, 6th April, 1904. [26]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 27th	Freight and Passage.
J. D. Andrews, R.N.R. ...	A. L. Valentine.	April	

VOKOHAMA via SHANGHAI,	PERA	About 2nd	Freight.
MOJI and KOBE.	MOJI	May	
(Passing through the Inland Sea.)	A. L. Valentine.		

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 20th April, 1904. [27]

Intimations.

Bovril gives strength,

nourishment and sustenance. It is agreeable to
the taste, is stimulating in its effects, is easily
assimilated and digested. Bovril contains blood-
enriching and muscle-building properties. Some
of the leading athletes of the day train on Bovril.



IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Branches and Agencies:
CANTON. PENANG.
CHEFOU. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

The steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 27th April.
BAYERN	WEDNESDAY, 25th May.
OLDENBURG	WEDNESDAY, 8th June.
SACHSEN	WEDNESDAY, 22nd June.
ZIRDEN	WEDNESDAY, 6th July.
SEYDLITZ	WEDNESDAY, 20th July.
ROON	WEDNESDAY, 3rd August.
PREUSSEN	WEDNESDAY, 17th August.
PRINZ REGENT LUFTWIND	WEDNESDAY, 31st August.
PRINZ HEINRICH	

ON WEDNESDAY, the 27th day of April, 1904, at Noon, the Steamship "PRINZ
HEINRICH" of the NORDDEUTSCHER LLOYD, Captain R. Heinze, with MAIls
PASSENGERS, SPECIE and CARGO, will leave this port as above, calling at NAPLES and
GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th April. Cargo and
Specie will be received on board until 5 P.M. on TUESDAY, the 26th April. and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 26th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

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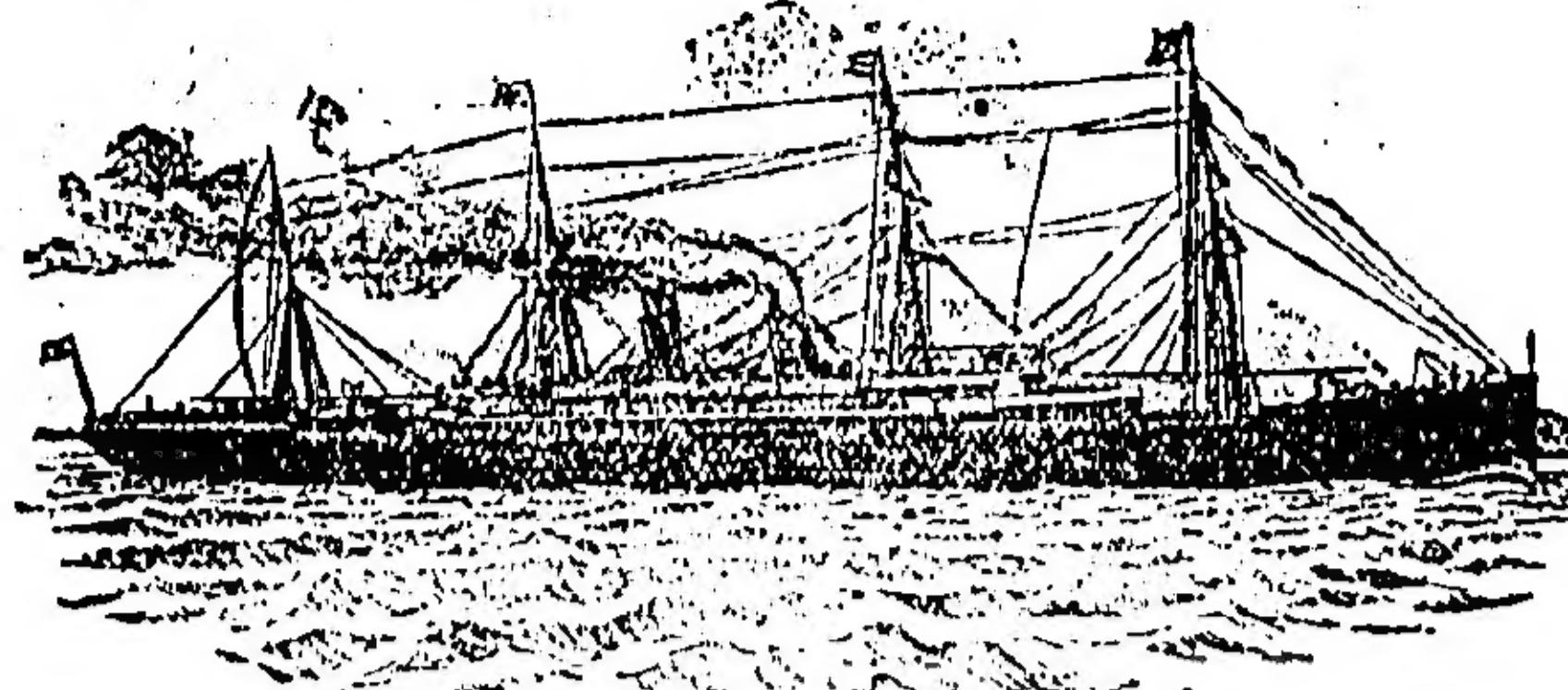
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Mails,

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352	THURSDAY, 12th May, at Noon.
"KOREA"	11,276	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205	SATURDAY, 4th June, at Noon.
"MONGOLIA"	—	THURSDAY, 16th June, at Noon.
"CHINA"	5,060	TUESDAY, 28th June, at Noon.
"DOBIO"	4,784	SATURDAY, 9th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular rail rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 16th April, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC."EMPERESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
"ATHENIAN"..... 3,882 Tons..... WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"..... 6,000..... WEDNESDAY, 11th May.
"TARTAR"..... 4,425..... SATURDAY, 21st May.
"EMPERESS OF CHINA"..... 6,000..... WEDNESDAY, 1st June.
Hongkong to London, 1st Class, via St. Lawrence \$60. via New York \$62.
Hongkong to London, Intermediate on
Steamers, and 1st Class Rail \$40. \$42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 6th April, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	25th April. Freight.
von Döhren.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th May. Freight.
ARTEMISIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	17th May. Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st May. Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	14th June. Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	28th June. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	—

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 19th April, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON. J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,513 tons	Captain R. D. Thomas.
"POWAN,"	2,338	G. F. Morrison, M.R.N.
"FATSHAN,"	2,260	A. A. Valentine.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	2,863	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain H. Branch.
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One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd April, 1904.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

STEAMER. FROM EXPECTED ON OR ABOUT WILL LEAVE FOR ON OR ABOUT

TJIPANAS ... JAPAN First half of SPORCE & JAVA PORTS. First half of May

TJILATJAP ... JAVA and MACASSAR Second half of April JAPAN Second half of April

TJIMAH ... JAVA and MACASSAR Second half of May JAPAN Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 8th April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

COSTUMES AND
FANCY DRAPERIES
FURNISHED.WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

40] C. W. CLARK, European Photographer, Queen's Road and Des Voeux Road, Between No. 4, ICE HOUSE STREET, and Des Voeux Road.

Hot and Cold Water to Front. Special Rates for Tourists.

Laundries for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1903.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Entertainment.

THEATRE ROYAL.

GRAND ORCHESTRAL CONCERT,
BY THE
BAND OF S.M.S. "HANSA,"

(By Permission of Rear-Admiral VON HOLTZENDORFF).

FRIDAY, 22nd April, at 9 P.M. sharp.

A SPECIALLY FINE PROGRAMME WILL BE PRESENTED.

Prices... \$2 Dress Circle and Stalls. \$1 Pit.

PLAN AT ROBINSON PIANO Co., Ltd.

Hongkong, 19th April, 1904.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the worldwide popularity of

WAMPOLE'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world.

Opium, Bengal.—Market has much improved, and sales of Patna New about 75 chests at \$1,350 to \$1,375. Patna Old, about 450 chests at \$1,340 to \$1,355. Benares New, about 25 chests at \$1,340 to \$1,350. Benares Old about 120 chests at \$1,355 to \$1,345 are reported. The stock is estimated at about 850 chests.

Opium, Persian.—Ruled very firm with a very sound advance in prices. Sales are reported of New, about 14 chests, at \$970 to \$990. Old, about 110 chests at \$1,010 to \$1,060. Older, about 36 chests at \$1,080 to \$1,100, and Oldest, about 65 chests at \$1,110 to \$1,220 per picul, in all about 225 chests. The Unsold Stock is about 1,150 chests.

Opium, Malwa.—Ruled very firm with a very sound advance in prices. Sales are reported of New, about 14 chests, at \$970 to \$990. Old, about 110 chests at \$1,010 to \$1,060. Older, about 36 chests at \$1,080 to \$1,100, and Oldest, about 65 chests at \$1,110 to \$1,220 per picul, in all about 225 chests. The Unsold Stock is about 1,150 chests.

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WATSON'S
TOILET PREPARATIONS

WATSON'S GLYCERINE AND CARBOLIC SOAPS

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WATSON'S TAI YEUK FONG HAIR WASH

prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIFRICE

In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

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LIMITED.

THE HONGKONG DISPENSARY,

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904. [35]
TELEPHONE NO. 56.
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ESTABLISHED 1859.

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祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

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COOKING RANGES,
KITCHEN UTENSILS, and
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PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN

Hongkong, 8th January, 1904. [45]

THE PHARMACY,
FLETCHER & Co.,
房樂 14, QUEEN'S ROAD CENTRAL, 法中
Hongkong.FOR DIARRHEA, CHOLERA
AND BOWEL COMPLAINTS SUFFERERS

should procure a Bottle of

GRIMAUT'S BISMUTH CREAM.

Two Doses invariably check the most severe cases and give immediate relief from pain.

PRICE PER BOTTLE \$2.75.

A. STEVENSON,
Chemist.

Registered by the Pharmaceutical Society
Hongkong, 19th April, 1904.

NOTICE

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communication should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. One copy sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 23, 1904.

THE OPINIONS OF A DIPLOMAT.

It is not necessary to insist on the extreme importance of the statements made by Mr. Kurino, the former Japanese Ambassador in St. Petersburg, to our representative, an account of whose interview with this statesman appears elsewhere in these columns. Though information vouchsafed by a diplomat must necessarily be of a reserved character, yet the fact that the details gathered come from the gentleman who, for months past in St. Petersburg, has been the mouthpiece of the Mikado's Ministers, the representative of Japan's threatened interests, adds immense weight to his appreciations of the political situation in the court and country of the Great White Tsar. Mr. Kurino, during his stay in Russia, had at his disposal unique means of obtaining intelligence; therefore, his declarations with regard to the much discussed military value of the Trans-Siberian Railway is of the highest importance. But the crux of interest is reached in his reflections on the psychological aspect of the struggle, and the impossibility which exists of either of the opponents striking at the heart of the other and thus terminating the conflict. Japan may capture Port Arthur and Vladivostok and drive the Muscovite armies back to their own territory, but she cannot march her hosts to the capital of her enemy and dictate her demands to a captive executive. This is out of the question. Russia's fleet is now practically non-existent as a fighting machine; Japan's is stronger than at the opening of the struggle: she is undisputed mistress of the sea and is likely to remain so. Though the troops of the Mikado may perhaps be driven from Korea and forced to retreat to their island base, the Muscovite will never be able to attack Japan on her own ground. As the Minister says, the war will be a very long one, but how will it be ended? Neither nation can continue indefinitely to hurl their forces against each other in a war of exhaustion, of extermination. Perhaps the other Powers will step in to end the struggle; but intervention is fraught with great danger of a general conflagration. Time, and the unexpected, which always happens, will alone answer the momentous question.

LOCAL AND GENERAL.

THE fortnightly commercial intelligence is printed on the third page.

THE French mail of the 22nd March was delivered in London on the 21st inst.

THE nineteenth case of plague since January 1st occurred during the past day at First Street.

THIS morning the British cruiser *Edgar*, left for Wei-hai-wei, and the Chinese training-ship *General Hayedam*, arrived from Singapore.

READERS are reminded of the 'smoker' to be held at the Victoria Recreation Club at 9 o'clock this evening. A late ferry across has been arranged.

INSPECTOR George Warne, of the Hongkong Police Force, left to-day for home, in the s.s. *Bengal*, on nine months' leave, after seventeen years' service.

We are glad to note that "Progress" is the keynote of the year's work of the Chinese department of the Hongkong Young Men's Christian Association. The membership has increased more than 65 per cent, while, with regard to finances, the association closed the year with a balance in hand and all obligations met.

THE Foreign Office authorities are collecting all the available evidence relating to the stoppage of British steamers by Russian war vessels; and are already in correspondence with the Government of the Tsar on the subject. The Russian denial lately published is not deemed satisfactory, because it is a denial of things that have not been alleged—the stoppage of vessels, for instance, within the three-mile limit.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

D. G. Longstaff £10
Hongkong and Kowloon Wharf and Godown Company ... \$100
Central Market Pork Guild ... \$90
E. Osborne, \$20

THE Admiralty is said to be making arrangements for the construction of a number of flat-bottomed gunboats, for service on the Chinese rivers. This step, it may be believed, is to be taken as a consequence of representations which have been made to the Foreign Office by Sir Ernest Satow, the British Minister in Peking, who insists that, especially at this time, when commerce is so much disturbed by the war between Russia and Japan, British interests in China require much greater protection than is furnished at present.

Once again the wheel of time brings us round to St. George's Day, which should be everywhere, among Englishmen, the occasion for the expression of the purest sentiments of loyalty and devotion to the old country we all equally love. One of the most remarkable and, at the same time, one of the most admirable traits of the English character is the devotion it always displays for its native land. No matter to what corner of the globe an Englishman goes into exile he always feels proud of his nationality, and when this, his festal day, arrives it is usually celebrated by him and his brothers in an occasion that binds all hearts together. In fact, most nations have some day in the year which has its emblem and on which it delights to honour its heroes. Ireland has her St. Patrick and shamrock, Scotland St. Andrew and the thistle; little Wales her St. David and the leek, and "Merrie England" St. George, and the rose. To-day is the 1,601st anniversary of the death of our patron

In the case of the boy who was alleged to have stolen a watch belonging to Mr. Alfred Marham, sub-Editor of the *South China Morning Post*, which was remanded yesterday, Mr. Gomperz this morning said that he was not satisfied that the defendant had any criminal intent in taking the watch for a few hours. He did not think he intended to steal it. What he was guilty of was unlawfully interfering with his master's property, which was a dangerous proceeding. But if this was not a punishable offence, the defendant must be discharged.

THE Cornish miners in the Rand write home in support of the Chinese Labour Ordinance.

AN aeronaut who ascended at Barcelona, Spain, dropped into the sea from an altitude of 5,000 feet, and was drowned.

FURTHER details of the career of Crossman, the ticket-of-leave man who committed suicide at Kensal Rise to avoid arrest for murder, show that on January 10th, 1903, he married a young woman, and on the 12th (two days after), sent her back to her parents. On the 15th, Crossman, under the alias of Sampson, married a Miss Owen, a maternity nurse. He secured her savings, and bought a bushel of cement. The police were convinced that this wife was murdered during the absence of the other. He recently purchased more cement with a view to placing additional layers over the body found in the trunk, and so stifle the smell.

A CORRESPONDENT heard of an interesting story of a Japanese officer who has been serving on board one of the ships of the Channel Squadron. The officer's name is Kimura, and had been ordered home. He had made himself exceedingly popular on the vessel, and his withdrawal was the prelude to a series of general entertainments. At one of these Lieutenant Kimura offered his bicycle for sale, announcing that he would give the sum realized to the fund being raised by Viscountess Hayashi, the wife of the Japanese Ambassador, on behalf of the widows and orphans of soldiers and sailors killed during the war. It was decided to raffle for £25—at least twice its value. The winner again raffled it for a similar sum, so that the fund will benefit to the extent of £50. The Japanese officer was naturally very much delighted.

AN amah, living with a family in Wyndham Street, summoned a certain family, or assailing her on Friday. The family also summoned the amah for using insulting and abusive language to them. The case was called before Mr. Gomperz and evidence was led to the effect that the amah was employed by neighbours of the family, and was in the habit of calling out insulting things whenever she saw them. Mr. Gomperz said that the best thing to do would be for each side to give a guarantee not to insult or assault the other parties respectively, on their agreeing to withdraw the cross-summons. After a little expression of indignation by all parties, Mr. Gomperz bound over the amah and the two sons of the first complainant, to be of good behaviour for the future, and the summons were withdrawn.

A LITTLE Chinese girl, Chan Ho, aged 14, ran out of No. 6 Tung Hing Lane yesterday, at about noon, and rushing up to an Indian Policeman, said that her mistress was trying to make her live a life of ill-fame. The woman was arrested. The girl stated that in December last, her aunt sold her to Lo Kwai to be a servant, and \$20 was then paid for her. Her new mistress treated her very unkindly, and constantly beat her with a rattan cane for the most trivial reasons. Latterly she had tried to force her to live an immoral life, and when she refused she was severely beaten by her mistress, and up to yesterday at noon she had had no food for twenty-four hours. She wanted to go back to live with her aunt. Evidence of the arrest was taken this morning and the case was remanded on the application of Mr. U. D. Thomson, solicitor, who appeared for the defendant, bail being allowed in the sum of \$2,000.

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TELEGRAAMS.

(Reuter's)

LONDON, 21st April.

Fire at Toronto.

A fire has occurred at Toronto by which 130 buildings have been destroyed, and \$13,000,000 lost.

The Near East.

In pursuance of the agreement of the 9th inst., 495 Bulgarian prisoners at Salonika have been released. 311 others died in prison.

The War.

Reuter's Agency at St. Petersburg wires that General Kuropatkin, has now 300,000 troops at his disposal and, as this is deemed sufficient for the present, the despatch of troops is suspended.

Three officers and fifty-five men perished in the destroyer (Russian) *Bestrashni* on the 14th inst.

General Kuropatkin telegraphs all quiet on the Yalu. The Japanese are increasingly concentrating at Wiju and spreading northward along the Yalu, entrenching their positions.

LATER.

Admiral Alexieff's Resignation.

It is not officially admitted in St. Petersburg that Admiral Alexieff has resigned, and it is thought a way may be found to smooth matters temporarily.

British North Borneo.

The Government has approved of the appointment of Mr. Edward Gueritz, as acting Governor of British North Borneo.

AN ORCHESTRAL CONCERT

AT THE CITY HALL.

There are many lovers of excellent music in Hongkong, and the big audience that assisted at the orchestral concert given at the Theatre Royal, last night, by the band of the German warship *Hansa*, was a sure proof of interest in harmony that exists in the Colony. The programme was a delightful one, in which works by the principal German composers figured prominently, though France, England and Hungary were also represented. The selections were from Gounod, Stuart, Cibulka, Brahms, Schubert, Weber, and Wagner. The execution was of the first order, and the performance of each selection was gone through with a *maestro* that befit the perfect co-operation of skilled musicians and the best of directions. In recognition of the enthusiastic applause accorded the executants, several extras were given, the performance terminating at about 11.30.

It is to be hoped that the Hongkong public will have another opportunity afforded them of gain assistance at further enjoyable evenings of this sort.

THE traveller who goes to Jerusalem generally does so with the idea of seeing the scene of so many of the labours and triumphs of Christ and the guides, who conduct tourists, point out little else but objects that have a direct bearing on his life. One of the most remarkable of these objects is the Judas tree, which is to be seen just out of Jerusalem. It is said that this is the identical tree on which Judas Iscariot hanged himself after betraying his Master. The only authority which the guides have for this statement is tradition. Eminent writers, however, say that the assertion is entirely unfounded. The tree is a species of ash, and is evidently of great age. It is a remarkable fact that while all other trees of any age have withered and been cut down this tree still continues to bloom.

H.E. Mr. S. KURING. We were received with the same never failing courtesy, by Mr. M. Noma and, in answer to our inquiries, were informed that Mr. Kurino was somewhat fatigued by his journey, but that our request for an interview would be made known to him. After a brief absence the Consul returned with the information that His Excellency had acceded to our desire, and we were conducted into the drawing room. A brief wait, during which the topics of the day were discussed; and Mr. Kurino entered. Judging from an English point of view, the Ambassador is what we should call a small man, resembling in height France's former great statesman, M. Thiers. Japanese would say that he is of middle stature. He is broad shouldered, the head well poised, the features strikingly regular. The thick, dark hair is streaked with grey, as is the beard and moustache. The first is trimmed to a point; the second trained up. The complexion is dark, the eyes black and piercing, but not hard, a kindly expression lurking within. After the first

train. There was a very big crowd, to witness our going away, but excellent order was maintained, and our escort accompanied us to the door of the carriage, and several officers remained on the train till the frontier was reached."

"Was there any display of enthusiasm in the Russian capital when news of the outbreak of hostilities was received?"

"None at all. In fact, there was a complete lack of excitement; it seemed as if the people had no interest in the war. I do not think it is popular, probably because very few people in Russia take much interest in Japan, or Manchuria for the matter of that. Indeed, I fancy that the majority are ignorant of the geographical situation of either of these countries." The ghost of a smile passed swiftly over the lips of the ambassador, conjured up most probably by the thought of the meagre instruction possessed by the great majority of the Tsar's subjects.

"The lower classes, are they favourable to war?"

"No, they are not, but the military party, who have always been desirous of seeing a conflagration, work hard to excite the enthusiasm of the people. They lay the blame on England, and, amongst other things, do much to provoke public anger by publishing abroad that the new Japanese cruisers bought at Genoa were taken out to the East by officers and seamen from the British Navy, sent down there by their Government."

"Do you think, Mr. Kurino, that the Russian Government thought that war would really break out?"

"No, I do not. The Russian authorities did not believe that we were in earnest, because they did not realise the seriousness of Japan's intentions and attitude, notwithstanding our repeated requests for a settlement. Russia was bluffing. She thought that Japan was doing the same, and imagined that a demonstration of naval and military forces would suffice for us to withdraw."

"And, may one ask, what is the impression of the cultured class in Russian society with regard to the present struggle?"

"They had not, nor have, any desire for war. Those who favour it are military men who alone have something to gain thereby."

"There have been rumours of rupture and intrigue in Court circles in St. Petersburg; do you think there is any truth in these?"

"There are certainly great differences of opinion amongst those forming the entourage of the Emperor, but I do not know if there is any actual division at the Court."

"What is your opinion as to the real value to Russia of the Trans-Siberian railway as a line of communications?"

"Well, to a certain extent it will be a help; that is, it is preferable to the ordinary road. But I think its real value has been considerably over-rated and that it will not give the results expected."

"Only one-third of the section round Lake Baikal is completed; there remains yet 125 miles to be covered, 36 or 37 tunnels to be pierced, and all the work is on hard rock. It is impossible that it can be ready by the middle of the present year, as has been officially stated."

"Do you think that Russian reverses would lead to a revolution in the Empire?"

"It is hardly probable, though one never knows what developments might take place. Considerable trouble and discontent exist in Finland; in Caucasus there is open revolt and sedition is rampant in several centres, but it would be necessary to combine all these movements, and this is hardly possible. Besides, Russia has so great an army that it is easy for her to at once crush local uprisings."

"On your way home, it is probable that Your Excellency passed through Paris. Did you gain any idea there of the chances there might be of an eventual intervention of France in the contest?"

"I am sorry," replied Mr. Kurino, smiling the while, "but I cannot answer that, as such information is of too diplomatic a character to be allowed to transpire."

"It is the general impression in England that France's statesmen would be adverse to engaging their country in so perilous an adventure?" we ventured.

"Oh! certainly" replied the statesman, "and I think there is little chance of any such thing occurring so long as the present able Minister for Foreign Affairs, M. Léclerc, remains in power. Besides, any such movement on the part of France would draw

England into the struggle. I do not think that the French people would care to be mixed up in this trouble."

"What is your Excellency's opinion concerning the present violent Press campaign against Japan now going in Paris and Berlin?"

"That is organised and subsidised in St. Petersburg. I should say that Japan is at present very unpopular in commercial circles in Germany, and this is because, in that country, it was never seriously supposed that there would be war; consequently many merchants have lost considerable sums of money owing to the unexpected outbreak of hostilities in the Far East."

In answer to further inquiries Mr. Kurino stated that his voyage had been a fairly pleasant one, though the breakdown of the N. D. L. s.s. *Oldenburg* in the Red Sea had caused some discomfort. Returning to the political aspect in the North, His Excellency said:—"I think the war will be a very long one, and the struggle has peculiarities that have never, I think, attended any preceding conflict between nations. These will render a final settlement, one way or the other, extremely difficult. I mean this, supposing that we are victorious, we cannot go to St. Petersburg and impose terms; admitting that Russia wins on land and drives our troops off the continent, well, I am convinced, she cannot send her armies over to Japan." As he uttered these concluding words a smile was again visible; probably the diplomat was thinking of Russia's already crippled navy, soon perhaps to be non-existent, and the little chances there were of a Muscovite host ever traversing the narrow sea-way that girded his country. One need not be long in the society of the able statesman to realise that the choice that placed him at St. Petersburg at the most critical moment of his country's history was a wise one; for, he possesses all the traits and characteristics that go to make the perfect representative of a Power. Mr. Kurino has done already much for his country; he will most certainly do more.

RUSSIAN SQUADRON AND THE "MARCO POLO."

We hear on good authority—that the Captain of the Italian cruiser *Marco Polo*, emphatically denies the report that he was stopped by the Russian squadron near the entrance to the Suez Canal. He says he would not have tolerated such treatment.

The only incident which occurred was that the Russian warships directed their search lights on the *Marco Polo*, and fired a blank shot to which no attention was paid, and the Italian cruiser continued on her voyage to the East.

NEWCHWANG.

The following telegrams from His Britannic Majesty's Consul at Newchwang are published in the *Gazette*:

"Russian Authorities warn steamers not to anchor anywhere within one mile above and five miles below fort on account of danger from mines."

"Vessels have been warned not to cross bar between dusk and daylight."

IN A PORT ARTHUR BATTERY.

DURING AN ENGAGEMENT.

The officer who commanded the battery on Electric Cliff during a recent bombardment of Port Arthur has written home the following vivid account of the engagement:

"It was a clear, sunny day. There was a gentle swell running. Suddenly, a little speck loomed out of the haze on the horizon. It was quickly joined by another, and yet another, till fifteen ships were in view. They came nearer and nearer growing larger and larger, until they were only six miles off. Then a tiny puff of smoke was seen, and all of us in the battery wondered where the shell was going to fall. It fell eighty yards away from the cliff where we were standing, and burst right under the bows of the *Perserverance* splashing her decks with spray. Another puff, and a projectile whistled overhead, crashing into the rock behind us. Then a third shell followed, and after a moment of trim suspense, it exploded with terrific violence just over our heads. They had got our range exactly."

"It was the signal for us to open fire with ten square batteries. Our twelve warships joined in the reply. What followed was almost indescribable. The sea underneath fairly boiled with the swishing plunge of shells. The works of command were inaudible to the gunners. I tried vainly to make my orders understood amid the belching of 150 guns, and the prolonged roar of the shells bursting with fearful dashes overhead. The smoke and dust filled up; I did not experience any difficulty. My teeth began to ache, and I had a sharp sensation of joy amidst the scenes of death which had no terror for me after the shells had exploded."

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"Suddenly a white-faced gunner pointed to the battery of dastard quick-fires placed half-way down the cliff to repel a Japanese landing. I ran down and saw a scene of the wildest battle orgie—shells bursting, their fragments whistling through the air, the earth reeking with the stench and smoke. One shell burst among the gunners, and I saw a soldier lying disembowelled, another with his skull open, a third delirious with the splinters in his head. One gun was broken like a reed. It was a dreadful sight. There was blood everywhere. After the battle was over General Slosser pinned the St. George's Cross on my breast, but what does that matter? I am in hospital."

THE NORTHERN PASSAGE.

During the last few days the telegrams have repeatedly stated that the Baltic fleet, reinforced by all the available vessels of the Russian Navy, intends to sail for the Far East to assist the sorely harassed Russian squadron in this part of the world. Now it appears very certain that the Baltic squadron cannot expect to reach China waters by the Suez Canal route, if only because of the difficulty that would be experienced in obtaining coal, and as the month of June is given as the time when the expedition is to start, it can only be conjectured that, notwithstanding previous denials, an attempt will be made to reach the Far East by the Northern passage if at all. That passage was navigated for the first time in 1878-79 by the famous explorer Nordenskiöld, who would have been a Russian subject had it not been for the suspicion aroused by his liberal views, which led to his leaving Finland, where his ancestors, originally coming from Sweden, had been settled for many generations. Driven from Finland at a time when he was about to start upon an expedition for studying the geology of Siberia and Kamtchatka, the means for which he obtained by winning the Alexander travelling stipend, and made incompetent by formal notification of the right of ever holding office in the University of Helsinki, the Russian Government by such action deprived itself of the services of a man whose later travels and researches in the Arctic regions were to reflect undying lustre on the country which received him and furthered those great enterprises. It is curious that it is to the man thus driven from Russian territory, and whose friends with difficulty prevented the registration against him of a decree of permanent exile, that Russia is indebted for much of the information regarding the most northermost part of the territory, nominally under her rule. The famous voyage of the *Vega* was rendered possible by the funds supplied by King Oscar of Sweden, Mr. Oscar Dickson of Gothenburg, a munificent supporter of the Swedish exploring expeditions whose name is commemorated in a harbour at the mouth of the Yenesei, and M. Sibirakoff, a wealthy proprietor of Siberian estates. The expedition started from Karlskrona on the 22nd June, 1878, and on the 19th July reached the most northern point of Siberia and of the Old World, Cape Evrov or Tscheluskin, in 77° 41' N. On leaving the extreme northern part of Asia a south-easterly course was steered, the sea being found to be free from ice but very shallow. The latter would seem to be a point of considerable consequence if the Baltic fleet is really about to try to reach Vladivostok by this route. It would seem that the sea in this part of the Arctic Ocean is free of ice for some part of every year, in consequence of the mass of warm water discharged by the great Siberian rivers during the summer. But it would scarcely do for the Russian fleet to be caught in the North and forced to winter there, as was the *Vega*. Nevertheless, Nordenskiöld very nearly made the Northern Passage in one season, though the intrepid traveller probably had no objection to staying a winter in the high latitude he had reached, as this gave him the opportunity of studying an aboriginal tribe occupying a settlement on a low plain off the shore of which the *Vega* became frozen in towards the end of September. On the 18th of July, 1879, after having been imprisoned in the ice for two hundred and ninety-four days, the *Vega* proceeded on her voyage and passed Behring Strait on the 20th of the same month, thereby succeeding in navigating for the first time the northern coasts of Europe and Asia which had originally been attempted by Sir Hugh Willoughby as long ago as 1553. Thus, as one chronicler puts it, the Northern Passage had at length been accomplished, after the lapse of three hundred and twenty-six years, without the loss of a single life and without damage to the vessel undertaking the remarkable enterprise. Doubtless some of our readers will recollect the arrival of Baron Nordenskiöld with the *Vega* at Yokohama on the 2nd of September, 1879, after the successful accomplishment of the memorable journey.

It may be mentioned as an interesting circumstance that Ieyasu, who probably obtained the idea from Will Adams, the English shipmaster shipwrecked on the Japanese coast in 1600, showed considerable interest in the discovery of a North-East or North-West Passage, by which Europe could be reached. In his Diary of the fortunes of the English factory at Hindoo (1612 to 1622) Cocks has several passages dealing with the subject. In one place he says:—

Mr. Adams is of the opinion that, if a vessel could pass through the north-east or north-west passages, it must be from these parts, and offer his best services therein, the Emperor promising his best furtherance to men or letters of recommendation to all princes, and hath entrance already into an island called Vedo, which is thought to be rather som part of the continent of Tartaria.

Again, under 25th November, 1614, Cocks writes:—

He [Adams] hath a great desire to find out the northern passage for England; from hence, and therewith it an easier master to be done in respect the Emperor of this place offers his assistance. Your Wor[ship] [Cocks] was writing to the East India Company shall find me as willing as any man it shall please you to employ on these parts to second him.

It is curious that almost three hundred years later this "northern passage" to Europe which Ieyasu was willing to render his assistance in discovering should be proposed to be used by a people then entirely unknown to the Japanese for the purpose of carrying on a war against Japan. That the attempt will be actually made by the Russians to navigate the North-East Passage with their war-ships it is difficult, however, to believe. It is evidently very different thing for a comparatively small vessel like the *Vega* to accomplish such an undertaking compared with the navigation of almost unknown waters by war-ships of great tonnage. The risks are evidently too great, for, even supposing the perils of the sea were safely passed and a passage made through the ice by ice-breakers, there would be the danger of the position in the Far East having undergone a material change between the time that the squadron left a point where it could be reached by telegraphic orders and its arrival in the Pacific, with the possibility that the squadron would be entirely at the mercy of the Japanese. It seems to us, therefore, that the statements regarding the proposed sailing of the Baltic fleet for the Far East are simply threats, and threats which, taking into account the difficulties to be encountered in using either the southern or the northern routes, it is impossible to put into execution.—*Kobe Chronicle*.

ARMS FOR CHINA.

The United States Consul at Leipzig reports that the factory at Steyr has received such a large order for arms from China, that the whole strength of the establishment, with extra hands, will be employed for several years in executing it. The Imperial Government has not been hasty in utilising its freedom to import warlike stores, for the prohibition came to an end on August 25 last year; but perhaps it is making up for lost time by importing a vast quantity when it begins. Much will certainly happen before that consignment from Steyr is delivered. But the arsenals and factories in China itself are not to be overlooked. Some months ago, we heard that Japanese advisers had been appointed; they may have been recalled to the Army, but it is quite possible that they remain, seeing how important the rôle of China may become. The *New York Herald* makes merry over their Consul's announcement, advising the sheep China to take refuge with the International shepherds, and "not pretend to be a carnivorous animal." Other American papers show more wisdom, we trust. At a moment when one of the great Mongol races is exhibiting such intelligence and "grip" and resolution as Europeans could not excel, it is curiously inept to jeer at the capabilities of the other.

RAUB CRUSHING.

The detailed milling return for the month ended 26th March, is as follows:—
Stamps working—40.
Period of work—28 days—less lost time 1.75 day (42 hrs), of which 20 min. was due to Semper and remainder to clean up and mill repairs.
One milled: Koman 2,831 tons. Ilitam 106 tons, Jellis 108 tons, total 3,045 tons.
Mill duty: 2.9 tons per stamp per 24 hours.
Amalgam yield: 2,388 oz. giving 773 oz. melted gold=32.37%
Bullion yield: 5.08 dwt. per ton=80.12% of contents.
Bullion fineness: 938.45 average.
Mercury loss: 4.6 lbs. per 100 tons milled=2.63 oz. per oz. bullion.
Tails: Assays 1.26 dwt.=19.88% of contents.

OPUM QUOTATIONS.

To-day's quotations are as follows:—
London—Bank L.T. 1/9 1/10
Do demand 1/9 1/16
Do 4 months' sight 1/9 1/2
France—Bank T.T. 2/25
America—Bank T.T. 4/8
Germany—Bank T.T. 1/8
India T.T. 1/33
Do demand 1/33
Shanghai—Bank T.T. 7/4
Japan—Bank T.T. 8/4
Singapore—Bank T.T. Nominal
Java—Bank T.T. 108
Buying
4 months' sight L/C 1/9 1/10
6 months' sight L/C 1/10
30 days' sight San Francisco & New York 4/4
4 months' sight do 45
30 days' sight Sydney and Melbourne ... 1/10
4 months' sight France 2.29
6 months' sight 2.31
4 months' sight Germany 1.87
Bar Silver 25
Bank of England rate 3 %

PUNJOM MINING CO.

The Pahang correspondent of the *Straits Times* writes in that journal, under date of 14th inst., regarding the Punjom Mining Co. as follows:—

We hear that the Penjum mines have shut down, the decision of the Directors at Hongkong, to stop work being doubles, due to Mr. Warford Lock's report on the property which is believed to have been unfavourable. Mr. J. Coates left Panggong on the 31st ultimo, and Messrs: R. H. Ngan, J. O. Morris, and A. Murchison have each received a month's notice and leave at the end of April. Mr. W. Kerfoot Hughes, the Manager, is expected to return shortly to Hongkong.

Work on the Penjum property has been carried on during the past 17 years. The Company was originally called "The Penjum and Sungai Dua Semantan Mining Company," and its concession included the Sungai Dua district in the Semantan, but this district was voluntarily surrendered in 1892 and the Company was re-constructed under the title of "The Penjum Mining Company." They gave up Sungai Dua with the object of devoting all their attention to gold mining at Penjum. In 1898 the Company obtained a new lease from the Government, the document conveying mining rights over an area of 50 square miles for a period of 50 years from the 27th April, 1898, the land being held under a nominal annual rental of one dollar. The labour conditions for this large area were very light and provided for the continuous employment for mining purposes, of not less than one labourer for every ten acres of land leased. In the event of this provision not being carried out literally, the Company had the option of employing the equivalent of such labour in machinery and local supervision, the working value of an Asiatic mining labourer being, under the lease, reckoned as equal to \$100 per annum, and in machinery one horse-power being taken as equivalent to 25 labourers. All rights of water, way, and other easements were fully provided for, and the lessees were exempted from the payment of all duties or taxes then or thereafter to become payable in Pahang, excepting duties on minerals exported and on opium, spirits, and tobacco imported, which were to be paid at the rates in force from time to time. It was provided that no part of the 50 square miles leased

was to be used for other than mining purposes. Under the terms of the original concession granted by His Highness the Sultan in April, 1885, which, in common with all similar grants, were modified after a British Resident was appointed to Pahang in 1889, the Company had agricultural as well as mining rights, and specially reduced terms were granted as to opium, spirits, and tobacco duty. The Company renounced all these exceptional rights and claims on receiving the mining lease, the conditions of which were, however, still very advantageous to the lessees. Thus, according to the mining regulations, the Company was only entitled to less than 30 square miles, but the area granted was nearly double what they could have legally claimed, and this was allowed in consideration of the deed of renunciation referred to. During the last 17 years the Company has done much *bond fide* work at Penjum, and at one time their exports of gold reached several thousands of ounces annually. The decline of Penjum may be said to date from 1897, from which year their gold output began to dwindle, as may be seen from the following table, which shows the quality of gold exported during the five years prior to 1901:—

1896	8,430 ounces.
1897	6,400 ounces.
1898		

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FROM	STEAMERS	DUE
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GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANCTZEE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
LONDON & ANTWERP	"ANTENOR"	On 10th May.
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"PROMETHEUS"	On 7th June.
*GENOA, MARSEILLES & L'POOL	"DEUCALION"	On 14th June.

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SHANGHAI	"CHENAN"	25th " p.m.
SHANGHAI	"WHAMPOA"	26th "
MANILA	"SUNGKUANG"	27th "
CEBU and ILOILO	"WUCHANG"	28th "
POR DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	9th May

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Apply to—

REUTER, BROCKELMANN & CO.

Hongkong, 6th April, 1904. [104]

TO LET.

M EIRION, Nos. 1 and 2,
BOWRING VILLAS, No. 2.

Apply—

HUGHES & HOUGH,

8, Des Vaux Road.

Hongkong, 2nd April, 1904. [104]

TO LET.

N O. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 16th March, 1904. [104]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 6th April, 100 cts. per \$ Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung I'a

18

Corned—Ham Ngau Yuk

18

Roast—Shiu

18

Breast—Ngau Lam

14

Soup, Tong Yuk

14

Steak—Ngau Yuk Pa

14

" Serioin—Ngau Lau

14

Sausages—Ngau Yuk Chaung

16

Bullock's Brains—Know, per set

Shipping.

Arrivals.
 Empire, Br. ss., 4,500, B. T. Helms, 23rd April.—Australian 30th Mar., Gen.—G. L. & Co.
 Ichang, Br. ss., 1,228, W. L. Jones, 23rd April.—Wuhu and Chinkiang 19th April, Gen.—B. S.
 Indraevi, Br. ss., 3,152, R. P. Craven, 22nd April.—Portland, Or. 14th Mar., Flour and Gen.—P. A. S. Co.
 Progress, Ger. ss., 687, F. Bremer, 22nd April.—Swatow 21st April, Gen.—S. & Co.
 General Bagdad, Chilean Training ship, 1,050, Comdr. Luis Gomez, 23rd April.—Singapore 13th April.
 Balavia, Ger. ss., 11,045, Dunlop, 23rd April.—Moj 19th April, Ballast.—H. A. L.
 Algoa, Br. ss., 5,000, A. Lockett, 23rd April.—San Francisco via Manila 20th April, Gen.—P. M. S. Co.
 Triumph, Ger. ss., 679, A. Hansen, 23rd April.—Foschow via Amoy and Swatow 22nd April.—Gen.—O. S. K.
 China, Ger. ss., 1,150, Kruebbe, 23rd April.—Saigon 18th April, Rice.—E. A. T. Co.

Clearances at the Harbour Office.

Ningking, for Canton.
 Ningkia, for Moji.
 Mathilde, for Swatow.
 Progress, for Swatow.
 Thales, for Swatow.
 Shantung, for Java.
 Kamptoi, for Saigon.
 Hongkong, for Canton.
 Hongkong, for West River.
 Ilha Verde, for Macao.
 China, for Saigon.
 San Cheong, for Canton.
 Algoa, for Manila.
 Kwangchow, for Canton.
 Hoi Iu, for Canton.
 Tak Hing, for Kongmun.
 Wingchau, for Macao.

Departures.

Bengal, for Europe—April 23.
 Chusan, for Shanghai.
 Zufira, for Manila.
 Taishan, for Hongay.
 Nanhai, for Amoy.
 Taiyuan, for Australian Ports.
 Clavering, for Moji.
 Hongmoh, for Amoy.
 Hugen, for Bangkok.
 British Trader, for Rangoon.
 Ichang, for Canton.
 Oscar II, for Kutchinotz.
 Foyle, for Moji.
 Devavongse, for Bangkok.

Passengers arrived.

Per Empire, from Australian Ports—Mr. and Mrs. J. E. Moseley, Mr. and Mrs. Rushby, Mr. and Mrs. C. L. MacKellar, Miss MacKellar, Messrs. E. and M. Mackellar, F. Richardson, Mr. and Mrs. W. Morris, W. F. Stevenson, R. Croll, J. Chapman, Mrs. Fujii, F. Nakazumi, Mr. and Mrs. Cowey, Misses Cowey (3), Mrs. C. Smith, Misses Smith (2), Messrs. R. Falconer, H. G. Nixon, E. B. Blyth, J. Jenkins, Capt. Goncalves, M. R. Morigado, F. A. Melao, Mr. and Mrs. H. Coelho and children, A. P. dos Santos, A. J. Cosser, Mrs. M. E. Dunster, Miss K. Bassett, Capt. W. Johnson, Colonel Head, Mr. and Mrs. Yule and 2 daughters, Mrs. A. Garrett and 2 children, Mrs. and Miss Sutro, 6 Japanese, and 84 Chinese.

Per Chusan, for Hongkong from London—Capt. Green, R.N., Lieuts. R. S. Hewlett and J. S. Harris, 2nd-Lieut. K. E. L. Creighton, Surgeon Thomas, Messrs. P. B. Sharp, A. J. Hirst, J. A. Dove, S. B. Steadman, G. F. Malden, A. Course, G. E. Nicholas, A. Clarke, H. Woodward, W. H. D. Irving, T. H. Flaherty, J. A. Millar, J. Riggs, A. Bushfield, A. Mathews and A. G. Prince. From Marseilles—Mrs. Bickersteth, Messrs. S. H. Michael, H. Courtney, T. James and A. H. Wilson. From Brindisi—Mrs. Gordon, Miss Flash, and Dr. Anderson. From Aden—Mr. and Mrs. Gray Scott, and Mr. F. Hohnke. From Suez—Mr. and Mrs. Pierce. From Bombay—Capt. S. Hunt. From Colombo—Mrs. Chichester. From Singapore—Mrs. Dunlop, Mrs. Gardner, Lieut. Moore, Messrs. Cooke, Way, Stewart, Gutierrez and Wallem. For Shanghai from London—Mr. and Mrs. Anton, Mrs. Carson and infant, and Mr. Barrett. From Marseilles—Mr. and Mrs. Walker and infant, Messrs. J. W. Stevenson, W. H. Boyd and Somelkh. From Aden—Mr. and Mrs. Kubale, Mr. and Mrs. Shadforth, Mr. and Mrs. Schmidt, Mrs. Fitchett, son and child, Mrs. Meyer and 2 children, Mr. and Mrs. Stern, Messrs. L. Keiser, J. Hammick, Bramsch, Brucher, Roseberger, Steiner, Verne and Lester. For Yokohama from London—Misses McCaul and St. Aubyn. From Marseilles—Mr. W. Hill. From Aden—Mr. and Mrs. Gray Kurins, Messrs. Nutter, Kracke and Sanger.

Per Triumphant, from Coast Ports—Mrs. Dulling and 2 children, Mrs. K. Bennett, Miss P. Bennett, Mr. Acockhausen, and 108 Chinese.

Steamers Expected.

Vessels	From	Agents	Due
Catherine	Singapore	D. S. & Co.	April 25
Strassburg	Singapore	H. A. L.	April 25
Prinz Heinrich	Japan	M. & Co.	April 26
Bayer	Singapore	M. & Co.	April 26
Tartar	Japan	C. P. R. Co.	April 28
Tiljatap	Macasur	C. J. J. L.	April 28
Oceanus	Singapore	N. V. K.	April 28
C. pic	Japan	M. & Co.	May 1
Namsang	Calcutta	M. & Co.	May 1
Emp. of Japan	Vancouver	C. P. R. Co.	May 1
Oldenburg	Aden	M. & Co.	May 1
Indrapura	Portland	P. & A. Co.	May 1
Korea	San Francisco	P. M. Co.	May 13

Vessels in Port.

STEAMERS.
 Aspara, Br. ss., 1,565, C. J. Mattock, 19th April.—Saigon 15th April, Rice, Flour and Cotton Seed.—J. M. & Co.
 Angbin, Ger. ss., 1,001, F. J. Schaefer, 22nd April.—Bangkok 15th April, Rice.—M. & S.
 Athenian, Br. ss., 2,440, S. Robinson, 7th April.—Vancouver, B.C. 21st Mar., and Shanghai 4th April, Gen.—C. P. R. Co.
 Baqua, Br. ss., 3,794, J. B. Ferguson, 22nd April.—Bombay 4th April, and Singapore 16th, Gen.—P. & O. S. N. Co.
 General Bagdad, Chilean Training ship, 1,050, Comdr. Luis Gomez, 23rd April.—Singapore 13th April.
 Balavia, Ger. ss., 11,045, Dunlop, 23rd April.—Moj 19th April, Ballast.—H. A. L.
 Algoa, Br. ss., 5,000, A. Lockett, 23rd April.—San Francisco via Manila 20th April, Gen.—P. M. S. Co.
 Triumph, Ger. ss., 679, A. Hansen, 23rd April.—Foschow via Amoy and Swatow 22nd April.—Gen.—O. S. K.
 China, Ger. ss., 1,150, Kruebbe, 23rd April.—Saigon 18th April, Rice.—E. A. T. Co.

A Mall will close for:—
 Canton—Per Fatshan, 24th April, 9 A.M.
 Kongmoon, Kumtak and Samshui—Per Tungkong, 24th April, 9 A.M.
 Namiao—Per Taichun, 24th April, 9 A.M.
 Sanbuc—Per Hoi Fu, 24th April, 9 A.M.
 Macao—Per Wingchau, 24th April, 9 A.M.
 Amoy—Per Gian Bee, 24th April, 9 A.M.
 Bangkok—Per Pronto, 24th April, 9 A.M.
 Hoilow, Singapore and Bangkok—Per Palat, 25th April, 9 A.M.
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 Hongkong, for West River.
 Ilha Verde, for Macao.
 China, for Saigon.
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 Ichang, for Canton.
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Steamers Expected.

Hongkong & Whampoa Dock Returns.

H.I.G.M.S. Moewe .. " .. "
 Vasco de G

